



**United States Environmental Protection Agency
Region 5
POLLUTION REPORT**

Date: Wednesday, February 25, 2004
From: Steven L. Renninger, On-Scene Coordinator

Subject: Initial and Final POLREP
West Third Street Drum
750 West Third Street, Cincinnati, OH

POLREP No.:	1	Site #:	B58K
Reporting Period:	February 11 through 25, 2004	D.O. #:	PRP funded
Start Date:	2/11/2004	Response Authority:	CERCLA
Mob Date:	2/11/2004	Response Type:	TC
Completion Date:	2/25/2004	NPL Status:	Non NPL
CERCLIS ID #:		Incident Category:	Removal Action
RCRIS ID #:		Contract #	

Site Description

The West Third Street (WTSD) site is located approximately 1 mile west of the city of Cincinnati, Hamilton County, Ohio. The wastes at the site were found abandoned between an unoccupied Queensgate warehouse building and an CSX Railroad bridge located at 750 West Third Street in Cincinnati, Ohio. The site is in an area designed for redevelopment by the City of Cincinnati called the ☐Queensgate Redevelopment Area.☐ The immediate area is a commercial/industrial area with warehouses and offices located across the street.

In early October 2003, the Ohio Environmental Protection Agency (Ohio EPA) was notified of the presence of approximately seventy abandoned drums and several hundred abandoned ☐military style☐ batteries on the WTSD site. Ohio EPA subsequently conducted an investigation at the site, including sampling of the abandoned batteries and drummed waste.

On October 7, 2003, a site investigation was conducted by Ohio EPA. Field screening of the liquid in the batteries indicated a pH of 13 or above. The drums contained material from several different waste streams, all solids, and at least five of the drums contained cadmium fibers similar to the batteries on site. Analytical results confirmed that the batteries are characteristic hazardous waste for corrosivity (pH greater than 12.5) and at least five drums were TCLP hazardous for cadmium. The WTSD property supports a railroad bridge and is currently owned by CSX Transportation. Ohio EPA noted the presence of mattresses and old chairs on site indicating that the area is frequented by trespassers.

In a letter dated December 16, 2003, Ohio EPA requested assistance from the U.S. EPA in conducting a potential time-critical removal action at the site. Ohio EPA noted that waste samples confirmed the presence of TCLP cadmium and caustic hazardous waste and unrestricted site access to the abandoned waste locations.

On January 20, 2004, U.S. EPA On-Scene Coordinator (OSC) Steve Renninger conducted a site investigation at the WTSD site. During the investigation, OSC Renninger noted unrestricted access to the property containing abandoned waste streams. Abandoned surface drums and batteries were identified at numerous locations between the unoccupied Queensgate warehouse building and the CSX Railroad bridge. Drums and batteries were noted to be in varying stages of deterioration, with contents spilled at numerous locations. A total of 70 drums and a large battery pile were visible in an area 300 feet by 75 feet in size.

Current Activities

On January 20, 2004, U.S. EPA On-Scene Coordinator (OSC) Steve Renninger conducted a site investigation at the WTSD site. During the investigation, OSC Renninger noted unrestricted access to the property containing abandoned waste streams. Abandoned surface drums and batteries were identified at numerous locations between the unoccupied Queensgate warehouse building and the CSX Railroad bridge. Drums and batteries were noted to be in varying stages of deterioration, with contents spilled at numerous locations. A total of 70 drums and a large battery pile were visible in an area 300 feet by 75 feet in size.

On February 10, 2004, EPA OSC Renninger approved the removal action work plan written by the potentially responsible party's (CSX Railroad) environmental contractor, Black and White Technologies (B&WT).

Planned Removal Actions

On February 11, 2004, B&WT's sub contractor, MWC Ohio (MWC), began removal activities on site. All upright drums were opened to verify that contents matched the drum labeling. All drums were found labeled accurately. MWC collected 297 passenger car tires and 10 truck tires from the site. Tires were removed from site and sent to Maze Disposal in Wapakoneta, Ohio to be recycled. MWC also collected and loaded trash in a roll-off box provided by Waste Management. Joni Willhite of Black and White Technologies collected a composite sample of grinding wastes. The sample was driven to Jones & Henry Laboratories in Northwood, Ohio to be analyzed for TCLP metals.

On February 12, 2004, MWC continued removal activities. MWC collected and loaded cadmium dry cell batteries into 55-gallon drums. MWC turned all drums upright, shoveled spilled contents back into the drums, opened any closed drums to verify contents, and moved all drums out to the driveway that extends through the site. The four liquid cell batteries were banded to pallets and covered with plastic sheeting for protection. More solid waste was loaded into a second rolloff box provided by Waste Management. While continuing trash clean-up, about 10 to 15 more tires were found and staged on site. Perma-Fix of Dayton Ohio, removed one drum of waste oil from site for off-site disposal. In addition, rush analytical results on the composite sample collected February 12 were reported. The composite sample contained trace concentrations of barium, cadmium, and chromium, all

below TCLP regulatory limits.

On February 13, 2004, loaded open top drums containing grinding wastes into two lined rolloff boxes. The rolloff boxes were sent to EQ in Belleville, Michigan for solidification and disposal. The remaining 22 drums of cadmium battery waste and 4 liquid cell batteries (on pallets) were staged on the dock at the east end of the site. Posts were driven to prevent vehicle access to the site and discourage illegal dumping.

On February 25, 2004, the remaining batteries were transported off-site for recycling. For security reasons, concrete barricades have been placed at the Gest/Third Street and Linn/Baymiller entrance to the site. Concrete barricades and a locked gate have been placed at the Mehring/Baymiller entrance to the site. Keys to the gate have been distributed to the local Fire Department and various utility personnel that require access.

Next Steps

No further action by U.S. EPA.

Key Issues

Abandoned wastes including drums and batteries removed from site by CSX Railroad to complete removal action.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
RST/START	\$5,200.00	\$2,000.00	\$3,200.00	61.54%
Intramural Costs				
USEPA - Direct (Region, HQ)	\$1,000.00	\$500.00	\$500.00	50.00%
Total Site Costs	\$6,200.00	\$2,500.00	\$3,700.00	59.68%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

Disposition of Wastes

Waste Stream	Quantity	Manifest #	Disposal Facility
Waste Oil	1 drum		Perma-Fix, Dayton, Ohio
Waste Tires	310 (estimated)		Maze Disposal, Wapakoneta, Ohio
Grinding sludge	2 rolloff boxes (23 tons)		EQ, Belleville, Michigan
Batteries	22 drums and 4 pallets		AWS Remediation, Saxonburg, Pennsylvania
Nonhazardous trash	2 rolloff boxes		Rumpke Landfill, Cincinnati, Ohio

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